FRICK IS QUITE BUSY

Union Pacific Director in Reading.

Standard Oil and Gould Want a Line Direct Into New York City.

Frick Is Said to Be a Pennsylvania Man by Eastern Press, but It . Looks Like Rockefeller.

Henry Clay Frick, who recently was added to the board of the Union Pacific, disguised as a Standard Oil man, has quite another role in Philadelphia, where he has just been added to the board of the Reading system, the strategic line which has been figured no the one most desired by the Goulds for an entrance to New York

But the Philadelphia falls to connect Frick with Rockefeller and by this chain with Gould. It states that as Mr. Frick owns large blocks of Pennsylvania stock that he is on the Reading board in the interest of the Keystone State system as a checkmate to Gould. is well known that owing to its ordered the Western Union wires off its

But in brief, Mr. Frick's advent in Reading shows the hand of Standard Oil That concern, with Gould, has rall lines from Pittsburg to Utah, and wants above all things an entrance to New York. In a short time the line to Enlimore will be completed, and then the Western or Southern Pacific will be the far Western outlet.

It is the hand of Standard Oil, and not is the hand that is being grasped

SHOPS ARE ABOLISHED.

Two Local Roads Will Not Help Salt

Lake in This Respect.

Those who have relied upon the premise of the two ratiroads to build up Sait Lake by shop plants and other structures are doomed to disappointment.

The Rio Grande Western, once the pride of the city, is gradually decreasing its shop force. The whole coach shop has been abolished and the paint shop is straitly reduced. Hereafter all coach work will be done in Denver. The machine shop will keep up as at present, but the farce will be gradually reduced. The rip track work is heavy just now but it is among the rumors that hereafter this is among the rumors that hereafter this is among the rumors that hereafter this samong the rumors that hereafter the samong the rumors the samong the rumors that hereafter the samong the rumors that hereafter the samong the rumors the rumors that hereafter the samong the rumors that hereafter the rumors the rumors that hereafter the rumors the rumors that hereafter the rumors the rumors that hereafter the rumors that hereafter the rumors that hereafter the rumors the rumors that hereafter the rumors the rumors the rumors the rumors that hereafter the rumors the rumors the rumors the rumors the rumors the rumors that hereafter the rumors that hereafter the rumors the rumors the rumors the rin track work is heavy just now, but it is among the rumors that hereafter this will also be among the departments re-

will also be among the departments reduced.

The Oregon Short Line is building a roundhouse in North Salt Lake. This is the end of the great shop plant that was to go up there and on which so much was based. No shop plant is to go up. Nothing but the roundhouse, which any road would need. The machine shop, car shop, paint shop and other building are rot included in the plans. Already the Omaha, Focatello and Ogden plants are getting part of the work. In the last few weeks the Short Line has abandoned its car shop and paint shop and moved them to Ogden, where the work will be combined with the other Harriman shops.

Sait Lake gets a roundhouse, but that

With the other Harriman shops.
Salt Lake gets a roundhouse, but that is no more than Callente gets down on the desert.
The Rio Grande Western let out N. D. Corser the other night, and last night old Mr. Simpson, who has been with the paint shop for fourteen years was disclarged. A man named McKenzie has receeded the well-known Masterman as foreman of the paint shop and within ten days the only two men left in the coach gepartment, splendid artisans, are doomed to walk the plank.
All these are facts. It is hard on Salt Lake after all the promises, but it cannot be helped and more franchises will shortly be petitioned for

WORK AT MODENA.

Townsfolk Excited Over What San Pedro Line May Do for Place. Special to The Tribune.

MODENA, Utah, Oct. 14.-Contractor L. G. Harwood, with a large force of men, unloaded his material yesterday for grading and other work here on the San Pedro. Just what changes will be made in the line here cannot be ascertained. There are all sorts of rumors afloat. Some insist that this will be a division point, others that a townsite will be laid out about a half mile northeast of the present location and that a new station will be erected here, and that the railroad will establish a dining station.

Contractor Harwood said that the first work would be the widening of the banks about a half mile north of here, but what other work would be done he could not say, as it had not yet been fully determined what would be done. His gang of laborers will be here all the winter and possibly until some time in the spring, as there is considerable work to be done. Engineer W. G. Watson, who is in charge of the surveying party, is on the ground.

Modera at present, with its appreciable G. Harwood, with a large force of men,

the ground.

Modera at present, with its appreciable increase of tented inhabitants, presents rather a lively appearance, and when the full complement of the engineering party arrives active work will be commenced that may mean much to the future of the bustling little settlement.

Railroad Notes.

A dispatch from New York gives news of the Western Pacific's order for rails and equipment which was given in this column many weeks ago,

Why should the Short Line go to the expense of an enting-house when it is going to start right away on that big union station,

Vice-President Bancroft went north yes-terday afternoon. General Superintend-ent Buckingham left the city in the morning on an inspection trip. Three cars of ice are being sent daily to callente and the end of the track of the sait Lake Route. It is pretty warm down

The Rio Grande now has eighteen pas-senger trains at this point, the Salt Lake Route six, the Short Line ten, Saltair two and Lagoon six, a total of forty-two. For five days of this week 145,199 shares of Southern Pacific inve been purchased. Is it Standard Oil or Gould?

LIST OF LETTERS

Remaining uncalled for at the postoffice at Sait Lake City, October 15, 1904. To obtain these letters, applicants must call for Eastline Chas Gordon Robt.

PHYSICIAN'S GOOD LUCK

Dr. Hart's Fortunate Experience of Special Interest to Many in Salt Lake.

The happiest man in New England today, and one who is receiving con-gratulations from his friends, is Dr. gratulations from his friends, is Dr. Philip Z. Hart, of Laconia, N. H. Although he resorted to the latest scientific treatment and consulted many of his brother physicians, Dr. Hart finally said, "I might just as well have thrown my money in the river, for I grew worse and worse. My wife and I will swear that Hyomet cured me of the worst case of catarrh that ever existed. I used to cough constantly at the worst case of catarrh that ever ex-isted. I used to cough constantly at night, and had a dropping in the throat which kept me awake a great deal. I raised thick phiegm and was in a hor-rible condition. However, I am entire-ly cured, solely through the use of Hy-omet."

F. C. Schramm, the local agent for Hyomei, the famous treatment which cures catarrh without stomach dosing. A complete outfit costs but \$1.00, extra bottles, 50c. He sells it under guaran-tee to refund the money if it does not give quick relief.

date of the list. If not called for within two weeks, they will be sent to the Dead Letter office.

Gentlemen's List.

atterson J R

atch Fred

orter B

Quinn Rush

Roscamp Thos

Rumsby H C Routtard Fal

Perrgo A W Potter Wm A Pursell Geo A

Perkins Mr and Mrs Jno C Jr

Arrowsmith Arthur Austin Geo
Augus Geo
Algus Geo
Arndt Hurry
Ball R E
Barnett Dr W I
Barnett F E
Bownett A Z
Blxby F T
Bowering & Valentine
Burley E
Burtte Geo E
Burtte Geo E
Borden Dave
Midas Mining Co
Moorey Louis S
Moore Emmett
Mellone Calvin E
Monshan Mr and
Mrs W H
Mode Robert
Burtte Geo E
Burtter Moriarty Mike
Norbert Henry

Blyby F T
Bowering & Valentine
Burley E
Brown Geo W
Burtic Geo E
Bordolo Jno
Bowlen Jas W (2)
Bryant L C
Bridgman Mr and
Mrs S D Moriarty Mike Norbert Henry Owens M F Oneill G W Pedrini Vitali Sentley Geo ogann Rich onsolidated Mining

ampbell Mr Clark Jas Trandell Clarence S osgrove Timothy Delmar Alexander Dickey A C

Davis F D Alvella Cobbt Davis Mr and Mrs Dresser Harry Duncan Dr J K L Doody Mike Duncan W Edson Edward Edson Edward Edwards Geo Z Fitzgerald W B Fitzgerald Wm Fulmer J B Folawn Tom Geppesen Olin Gilbert Jos Gillpin Wm H Grav R M

Knaus Frank
Knowley W J
King Edward E
Leibig Geo H
Lolito Emanuelo
Lumpralos Jas
Ledford Newton
Lamb Harold R
Lever Ed
Lawrence C O
Liviswali Thos
Laundry C O D
Minear Geo
Marmura Peter
McCuilam Roy

Ladi

Wright K Wright Mr and Mrs E L Woodmansee D L Williams W R Williams Thos White Lawrence Wilson Jno J Wilson Jne Wisth Jne Wilson Jas W Warren H L J Ladies' List.

Bennett Mrs W S
Birrell Mrs James
Benton Mrs Hattie
Berkin Miss Daisy
Birkin Miss Daisy
Birkin Miss Daisy
Berves Mrs Ger
Reves Mrs Common Reves Mrs Common Reves Mrs Ger
Reves Mrs Ger
Reves Mrs No
Reves Mrs Ger
Reves Mrs Mrs Ger
Reves Mrs Ger
R Ramsey Mrs Nina Relfe Miss Lydia Resves Mrs Gertrude Ricks Mrs Ada G Smith Mrs Lewis A Smith Mrs Rose Spendlove Miss Zet-

Johnson Mrs S F Jones Miss Julia E Kilduff Mrs Harry Keeley Mrs E E Lehinkuhi Mrs Sa-White Mrs Ellen Williams Miss Cora rah Lord Mrs Mattie

Lord Mrs Mattle
Lafever Mrs Elia
Lourborough Chas
Lyman Geo A
Moore Miss Lorn
Mune Mrs Adella
Merrill Miss Sadle
Measler Miss Grace
Woods Mrs Lulu
Woodmancy Mrs Ettle
Wood Miss
Miller Mrs Della
Myers Mrs Andrew Lawrene
Myers Mrs Andrew Lawrene
Pockanges

Packages. Hayes Mr Glen Sugarhouse Station.

Kalbough Perry Patterson Robt G McAnnie Gold Min Rogers Mrs R Co Calderpark Station.

Nelson Alfred (2) Obray Miss Annie Station A.

Allen Mary J
Bennett Mrs W S
Bradley Marjorie
Benedict Mrs Eliza
Boulden Miss
Cannon Mrs P S
Cann Mrs L E
Christensen Mrs Gunn Mrs E J Juline Mrs Knopple Hannah H Benedict Mrs Eliza M
Boulden Miss Cannon Mrs P S
Cannon Mrs P S
Cann Mrs L E
Christensen Mrs
Davenport Mrs Elia
Evans Mrs

Meach Miss Grace
Nelson Mrs Blanch
Quist Mrs E
Stuber Miss Anna
Davenport Mrs Elia
Wittberg Mrs
White Mrs Alfred

Photograph. Pratt Miss Sadle

Gentlemen's List. Anderson Hyrum Anderson Hyrus
Butcher Wm
Burdick A J
Canway Harry
Coult Chas
Davis T Carroll
Deighton E
Eastline Chas

Jonson H P Johnson Hilma D Kennedy W D Morris Leroy Peterson Carl Rasmussen Jno Scott Sina R Smith David

My advice To men! -That you call and see the modern Office Systems on display at The Breeden Office Supply To, you can adopt some of them in your business- and save money Roscor M. Breaden.



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WRITE me in full confidence, explaining your troubles as they appear to you, and receive by return mail my honest and candid opinion of your case.

Rumsby H C
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Roberts Burt
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Rich J Y
Rapp Wm
Ranorth T H
Reaney Tom
Reed Harry F
Ranch Geo W
Smith Thos
Smith S J
Stabler S F (2)
Summers J T
Stansbury Jno
Steller Frank
Steele E Arthur
Somers L T
Saunders M A
Stith Jno H
Scott Henry
Shoil Sami
Sondheim Ed
Stoje E K
Torfiolo Gluseppe B
Tomilisson Joe
Thron Guy
Tenwinkle Fred
Teare D E
Tracy C W
Thurman Andrew F
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From Orden, Cache Valley, Butte, Portland and San Francisco DEPART.

For Orden, Omaha, Chicago, Denver, Kansas City and St. Louis For Ogden, Portland, Butte, San Francisco and interme-diate points 10:20 a.m.

For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco.. 1:60 p.m. For Ogden, Cache Valley, Denver, Kansas City, Oma-ha, St. Louis and Chicago.. 8:45 p.m.

7:00 a.m.

For Ogden, Cache Valley,
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Ban Pedro, Los An-geles & Salt Lako R. R. Co. DEPART.

The Lagoon Road

Salt Lake & Ogden Railway.

Time Table in Effect Sept. 6, 1904.

LEAVE SALT LAKE, 6:30 and 9 a. m., 8:30 and 5:30 p. m.
LEAVE FARMINGTON AND LAGOON, 7:30 and 10 a. m., 4:20 and 5:30 p. m.
Extra trains at 11 a. m. and 1:30 p. m. on
Sundays and holidays.

DENVER PRIO GRANDE RIO GRANDE WESTERN

In Effect October 9, 1904.

LEAVE BALT LAKE CITY.

| LEAVE SALT LAKE CITY. | No. 10-For Heber, Provo and Marysvale | 8:00 a.m. | No. 102-For Park City | 5:15 a.m. | No. 6-For Denver and Bast | 5:50 a.m. | No. 5-For Ogden and West | 10:50 a.m. | No. 1-For Ogden and West | 1:45 p.m. | No. 2-For Denver and East | 3:15 p.m. | No. 8-For Provo and Eureka | 5:00 p.m. | No. 11-For Ogden and local pts 6:05 p.m. | No. 11-For Ogden and West | 11:40 p.m. | No. 112-For Blugham | 2:10 a.m. | No. 112-For Blugham | 2:10 a.m. | No. 114-For Blugham | 2:00 p.m. | ARRIVE AT SALT LAKE CITY. |

ARRIVE AT SALT LAKE CITY.

A. D. PIERSON, Gen'l Pass, Agt. J. B. BEAN, Excursion Agt. OFFICE, 161 MAIN ST.

From Oregon Short Line depot, Salt Lake For Provo, Lohi, Fairfield and Nephi. Manti and points on Sanpete Valley By........ 07:30 a.m. For Garfield Beach, Tocele, Stockton, Mammoth, Eu-reka, and Silver City *8:00 a.m.

For Provo American Fork, Lehi Juab, Milford, Frisco, Callentes and intermediate ARRIVE. *6:05 p.m. points

From Provo, Leht, Fairfield,
Mercur and Sanpete Valley
Ry, points

From Silver City, Mammoth,
Eureka, Stockton, Toxele Eureka, Stockton, Tocele and Garffeld Beach *5:35 p.m.

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